

## FLIER FALLS INTO THE SEA

LATHAM TRIES TO CROSS CHANNEL AND GOES 6 MILES.

Flashed Out by a French Destroyer, He Gets Back to Calais Wet but Ready to Try Again—Blames the Patient Motor—Blierot Will Also Try the Stunt

Special Cable Despatches to THE SUN.  
CALAIS, July 19.—Hubert Latham made his attempt to fly across the English Channel in his monoplane to-day. He came to grief when about six kilometers, that is something more than three miles and a half, from the French coast and with his machine dropped into the water, from which he was rescued by the French torpedo boat destroyer Harpon. When the boat reached Latham was calmly perched in his seat puffing a cigarette, while the monoplane rode the waves easily.

It was thought that Latham had given up his attempt to win the prize of \$5,000 offered by the London Mail for the first aeroplane to make a successful flight across the Channel, but this morning he prepared for the flight and got away from his flying grounds at Sangatte at 6:45 o'clock.

The weather was clear, with scarcely a breath of air stirring, and as the machine took to the air a cheer went up from the small group of spectators who had been early to see the flight start. Latham went up to a great height on a long slant and then straightened out for the long trip to Dover.

Presently he was lost to sight, and the Harpon, which had been waiting in the harbor with steam up, put to sea after the monoplane. A stiff breeze from the north had suddenly sprung up, the effect of which would be to drive him down the Channel and away from the English coast. Great anxiety was felt on shore, and several tug boats got ready to cut cruising for the aviator.

The Harpon steamed back into port at 9:30. Those who had glasses picked out Latham standing in the bow and the aeroplane at 10:15 o'clock at the maritime station. He received a remarkable greeting from a huge crowd that had gathered. Many young girls rushed forward and throwing their arms about the neck of the daring youth kissed him with enthusiasm.

The officers of the Harpon reported that as they cruised in search of Latham about three and a half miles out from shore they discovered some low lying object, and when the destroyer approached it was seen to be the aeroplane. Some anxiety was felt for the aviator, but the officers, gazing through their glasses, soon saw that he was still seated in his place and apparently quite calm and collected as the light structure, buoyed up by its widespread planes, floated as easily as a seagull on the water.

One of the destroyer's lifeboats was lowered and when it reached the fallen air craft Latham was found to be coolly puffing a cigarette. He was taken on board the Harpon, a line was passed to the monoplane and the trip back began.

When Latham was interviewed soon after his arrival he said: "The breakdown was unaccountable. I believed the machine would float for a couple of hours in the calm air. The breakdown was absurd and annoying, but I will do it next time, and will do it before August 1."

Latham says that he actually flew only eight minutes. His motor slowed down at that time, while he was flying at a height of thirty-four feet above the water, and the machine came down easily to the waves without damaging itself to any extent. The lower structure of the monoplane suffered somewhat from the descent, but the motor is intact. Latham is far from discouraged at this ending of his first attempt and declares his intention of trying again.

PARIS, July 19.—M. Blierot announces that he will try to cross the English Channel in his aeroplane this week.

Hubert Latham is new in the field of aeronautics, but he has brought the Antoinette monoplane into serious rivalry with the Wright biplane type of machine. He has not made flights of as long duration as the Wright brothers or Curtiss, but he has easily excelled their speed records. He has also made flights in very windy weather.

The Antoinette monoplane was designed by Mr. Levasseur. It consists of a central skiff-like body, at the sides of which are two planes, one a slight upward tilt. The propeller is in front of the main body just behind the motor. The pilot's position is in the rear, well protected by the body of the machine.

The balance of the aeroplane is maintained by two vertical equalizing fins beyond the main body and close by is a horizontal elevator to direct the flight upward or downward and a slight rudder, which governs the machine's progress to right or left.

The lines of the body are very lean and the sustaining surface is small. As a result there is an absence of struts and members which retard speed. Stability is preserved by a flexible extension at the end of each main plane.

The underplane is a combination of sledge runners and wheels. The forward part of the frame which receives the shock of landing is in the form of a sledge, which is absolutely behind it are two wheels on which the chassis rests. This contrivance enables the machine to start without extraneous apparatus such as the Wrights use, and at the same time it permits the machine to land at a speed which would wreck an aeroplane of the Curtiss type.

The control is by means of side wheels. Those at one side control the warping planes, those at the other the elevator. There is also another controlling agent for the side rudders and still another for the fuel supply. Nevertheless the apparatus is grouped so that the operator has easy mastery over the various controls.

The eight cylinders of the engine are arranged in a V form in banks of four. No carburetor is employed, petrol being supplied direct on the inlet valves of a pump of the sledge type. The cooling is done by water. The engine gives 1 horse-power for every three pounds weight.

DAVID MUTINY LOCAL.

Gov. Forbes After Tour of Southern Philippines No Reports.

Special Cable Despatch to THE SUN.  
MANILA, July 19.—Acting Governor-General Forbes has just completed a three weeks inspection of the southern archipelago. He found conditions there generally satisfactory.

He investigated the mutiny of the crew of the ship at Davao, and his investigation confirmed the original opinion that the disturbance was local merely.

PENSION FOR DEPOSED SHAH.

Persia to Fulfill the Bonds—England and Russia to Guarantee It.

Special Cable Despatch to THE SUN.  
ST. PETERSBURG, July 19.—The Russian Government proposes that Persia shall pay to the former Shah Mohammed Ali an income suitable to his rank, the payment to be guaranteed by Russia and England.

For eastern New York, eastern Pennsylvania, New Jersey, Delaware, Maryland and the District of Columbia, fair and moderate temperature to-day and tomorrow; light to moderate northeast and west winds.

For New England, fair to-day and to-morrow; light to moderate west and northwest winds. For western New York, western Pennsylvania and Ohio, fair and slightly warmer to-day and to-morrow; light variable winds.

For the middle Mississippi valley, the Ohio valley, the southern lake regions and the middle Atlantic and New England States.

In this city the day was fair and cooler; wind, brisk northerly, average humidity, 80 per cent.; barometer, corrected to read to sea level, at 9 A. M., 29.87; 2 P. M., 29.91.

The temperature yesterday, as recorded by the official thermometer, is shown in the annexed table.

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